

CORRESPONDENCE

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE BROTHEL NUISANCE.

To the Editor of the "Hongkong Telegraph." Sir,—I trust the notice taken by you in your leading articles of 7th and 21st instants, of a serious evil which has been gradually growing in the colony for some years, may assist in getting an ordinance passed here, similar to the one you have quoted as now passing into law at Singapore.

I have had to put my shoulder to the wheel to try and get the nuisance you describe removed from my own door, as the police told me they could do nothing, and that I could do nothing.

My efforts have not yet been successful, but I know the party who is responsible for the act of dumping this moral filth, and he promises to have it removed.

It is a pity there is not some "local option" in this, as well as in the matter of Public House licenses, in the latter of which I do not think the justices show much discrimination or wisdom.

Yours truly,
J. GRANT SMITH.
Hongkong, June 22nd, 1899.

PHILIPPINE NEWS.

A MANIFESTO.

From *El Comercio*, we reproduce the manifesto of D. Pedro Alejandro Paterno, President of the new Filipino Cabinet, on his assuming office:

To the Philippine People:—
Having been chosen by the honorable President of our beloved Republic to form a new Cabinet to direct the destinies of our country, I must fulfil my duty to my people by declaring the chief aims of our policy, based on the following points:

To procure the happiness of our country while maintaining our political and individual rights.

To obtain peace on honourable terms. These have been clearly shown to be the ardent desires of our people. If to uphold these rights it should be necessary to go to war, we are prepared to face the inevitable, but on the other hand if these wishes can be realized in a dignified and honourable manner by diplomatic means, then we will not hesitate to seek for peace, which is always desired by the most powerful of nations, and it is only in such times that real happiness and public felicity can exist.

In the interior all disorders will be suppressed with a firm hand and without consideration of any kind, so that there should be no cause for complaint among our own people and among foreigners about our administration of justice.

In the Treasury the greatest regularity will prevail in the receipts, and it will be equally necessary to exercise the greatest economy in our expenditures.

Finally, in all other departments, attention to duty must be paid in strict accordance with the law, especially in the case of heads of departments who will be expected to give a good example to their subordinates.

The Tribunals of Justice will be re-organized according to the provisional laws now in force relating to the administration of justice.

To be a public servant it is essentially necessary for a man to possess a high moral character, for the lack of which those who are already in the service will be severely dealt with.

It is only by these means that we shall be able to gain the confidence of the people both in the interior and in the outside world, and these conditions are indispensable for the good government of a civilized nation.

May God guide us in the right path with firmness and determination to comply with the conditions contained in this manifesto.

San Isidro, 8th May, 1899.
PEDRO A. PATERNO.
THE ALLEGED BOLO ATTACK ON LIEUT.-COL. MOSES.

We have heard the true version of the alleged bolo attack by Filipinos on Lieut. Col. Moses and we publish it because we like to be fair to both sides and are never afraid of owning up to we are in the wrong. Colonel Moses was wounded in the arm about 700 yards from the nearest trenches and the correct story of the bolo is as follows:—

A Colorado corporal was stepping over the dead body of a Filipino soldier, when he saw a bolo and took possession of it. The bolo had not the usual strap by which it is carried on the waist belt and the corporal secured it to his person by passing it through his cartridge belt. He then went forward to join in the advance of his company and was never afraid of owning up to the fact that the bolo slipped from his belt and ran through his thigh.

The accidental bolo wound to the corporal becoming confused with Colonel Moses' bullet wound is the evident origin of the alleged bolo attack.

PRISONERS IN THE REBELS' HANDS.
We learn from San Fernando de la Union, that, with the exception of the Spanish military prisoners, all the others have been removed to Benquet in order to be away from the seat of operations. There are, however, many Spanish civilians engaged in trade who are still permitted to go about the town and these are well treated by the Filipinos.

A few days ago about fourteen prisoners were escorted to Benquet. Among them were those belonging to the cruiser *Yorktown*, who had been captured in the river Iloilo.

In the interior quietness prevails, the natives going about their usual occupations without the least concern for the war which is being waged.

ILOILO.

H. AND S. BANK MANAGER NEARLY DROWNED.

Iloilo, June 10th.
Last night, about 11.30, the steam launch of the gunboat *Petrel* was bringing ashore the manager of the local branch of the Hongkong and Shanghai Bank. The night was very dark and cloudy, and the entrance of the river is still obstructed by three cascades and a lurching in mid-channel by the rebels prior to the American occupation of Iloilo. The *Petrel's* launch struck the stump of a tree, the launch, which is submerged at high water. The launch at once began to fill and the crew of eight, with their only passengers, were in imminent danger of drowning. Fortunately they were at once seen in their perilous position by Mr. M. Koppel, a German resident, who at once got out a boat with two oarsmen and hurried to the rescue.

The launch was hanging to the lurch, and just went down as nine men got into the boat. There was a slight current running and the launch, with a heavy plunger, nearly dragging the little boat with her. The crew and passengers were very fortunate to escape with nothing worse than a slight wetting, and Mr. Koppel deserves very high thanks for his promptness and brave and skilful manipulation of his small craft in a difficult and dangerous situation. *Manila Times.*

AFFAIRS IN SULU.

The *B. N. Herald* of the 1st instant says:—
Tungal, Seiang, (native officer) of s.s. *Sabine*, arrived here 21st May. Reports left Sulu on 20th, Saturday. That an American ship arrived at Tungal on the previous day, 3 officers went ashore, returned after an hour and, landing about 750 men, occupied Tungal. Spaniards still there, friendly relations exchanged, and natives allowed to enter Tungal. The Sultan is said to be in Tawi Tawi with Datu Kalhai.

Tungal reports that before he left Zamboangan, the natives were fighting every night with the Spaniards. The latter were about 1,000 strong, the natives in thousands. The latter are well-armed, having captured 13 Spanish gunboats that had been left in charge of Filipinos, exchanged a short time ago for Spaniards. These Filipinos intrigued with the natives and the vessels were being taken up a river, when an American arrived the same day and rescued them.

About two months ago, the Spanish man-of-war *Alaba*, forced the *Sabine* to tow a steam launch, that was unable to tow against the current a deping with three men they had attacked and killed. The *Sabine* was also forced to patrol the coast near Zamboangan; once she was taken to Pasangan for soldiers, then returning called at a kampong and anchored to call a Datu to take charge of Pasangan. Six Sulus asked why *Sabine* helped the steam launch. Tungal explained he was forced. They seemed satisfied and went to call the Datu. After waiting 24 hours, *Sabine* returned to Zamboangan where she took over 100 Chinese and their families and brought them to Sulu. When she left, the *Alaba* was patrolling close to Zamboangan. When leaving, the *Sabine* was fired upon by the natives, and before they could get clear, one Chinaman was killed and one wounded. These were left on board the *Alaba*.

Only about a quarter of Zamboangan is left, the houses being of stone or brick. All native houses have been burnt down. Tungal heard that a large ship, with American troops, was on its way to Zamboangan.

[The *Sabine* is a vessel of 28 tons, flies the British North Borneo flag and is owned by one of the principal Chinese merchants of Sandakan.—Ed., *H.K.T.*]

BRIGADIER GENERAL FUNSTON.

The latest addition to America's list of general officers is a man with a remarkable career. Frederick Funston was born in 1836. At 16 he competed for a West Point cadetship and was beaten by a competitor who is now a lieutenant likely to pass soon under Funston's command. At 18 he entered Kansas State University, but "owing to difficulties which he experienced with some of the text books" he did not graduate. At 21 he became city editor of the Fort Smith *Triune*. Then he tried life as a conductor on the Santa Fe railway. Then he essayed the business of collecting botanical specimens. Then he made a wonderful journey on foot in the Arctic regions. Then he went to Central Africa, and tried coffee planting unsuccessfully. Then he entered the Cuban army as a private under Garcia, and came out as a Lieut. Colonel and Chief of Artillery. At last he had found his vocation. Entering the United States service, he distinguished himself again and again. His favourite feat seems to be crossing rivers under fire with a handful of men and attacking all and sundry that oppose. He has done that three times in the Philippines, and in deference to General MacArthur's strong recommendation the President has nominated him a brigadier-general.

POST OFFICE PROSECUTIONS.

One June 13th the Chinese clerk of the *Torres* was fined twenty-five dollars for bringing unstamped letters from Sulu in the Philippines. He pleaded that there was no post-master-general there, but the Post-Master-General showed that there was. The defendant was also charged with offering an illegal gratification of twenty dollars to a post office peon, but this charge was dropped. Mr. Buckley, who appeared for the defendant, showing that a post office peon was not a public servant within the meaning of the Ordinance.

Tan Lan was again brought before Mr. Clayton, on the 14th inst., charged with bringing 2,175 unstamped letters from Amoy in the *Glenfallach*, for delivery at Singapore and elsewhere. The magistrate found nothing to show that the defendant had received the letters, and he postponed judgment till next day in order to take advice.

JELEBU.

\$17,000 FOR \$1,800.

In 1887 the Jelebu Mining Co. advanced certain moneys to some of the Jelebu Chiefs and obtained in return the right to claim a rebate of one dollar per bhara on all ore exported from certain lands. At the end of 1897, the Company had received a sum of over \$17,000 as rebate. Mr. Birch, the Resident, went very fully into the whole matter and agreed, with Mr. Gums, who met him in the fairest and most impartial manner, that they should refer the question to arbitration by the Judicial Commissioner. His Honour found that, though the allegation of rebate by the Chiefs had the appearance of recognition by the then Resident, it was invalid, and he awarded that it should cease from the 19th of May, on re-payment of the original advances to Mr. Gunn. He claimed \$1,838, and it was at once paid.

CHINESE PRODUCTS.

GROWING DEMAND IN THE STRAITS.

Mr. C. M. Ford, the British Consul at Swatow, in his latest report, speaks of an evident growing demand in the Straits Settlements, Cochin-China, Siam, and the Netherlands Indies for the products of that part of China, Sumatra and Java, which, two years ago, took only some \$2,500 worth of exports from Swatow, took \$14,500 worth in 1897, and \$25,000 in 1898. The value of the exports to Cochin-China rose from \$40,000 to \$70,000, and that of the exports to the Straits Settlements was \$171,000, against £135,000. The sugar crop of 1898 is said to have been very good for the crop for the present year promises equally well.

In regard to emigration, Mr. Ford says there was a small increase over the previous year in the number of emigrants from Swatow, 28,970 having gone to the Straits Settlements, 77,754 to Siam, 52,600 to Sumatra, and 37,800 to Saigon, as compared with 24,752, 17,122, 32,021, and 30,226 respectively in 1897. The total number of Chinese passengers that left Swatow during the year was 72,995, compared with 71,248 in the previous year; of these 14,880 were for Hongkong, a considerable proportion of the number en route for the Straits Settlements, Keen-Of the total number of emigrants to the Settlements, and to Siam—45,824—practically all went in British vessels. The return passengers from Hongkong, chiefly coming from Saigon, Siam, the Straits Settlements, and Bangkok, numbered 44,171, from Bangkok direct, 8,649, from the Straits Settlements, 379, and from Sumatra, 827.

SINGAPORE'S NEW U.S. CONSUL.

ARRIVAL OF DR. MOSELEY.

Dr. Robert A. Moseley, the successor of Mr. Spencer Pratt as United States Consul-General in Singapore, arrived by the P. & O. *Chusan* on June 15th, having travelled from America via the Pacific route from San Francisco. Dr. Moseley is accompanied by his wife. The new Consul-General has taken a considerable share in American politics in the past. His career has been a varied one as will be seen from the following which we take from the *Washington Post*, a journal of influence in the States. "Dr. Robert A. Moseley, Junr., says that paper, 'is one of the most prominent Republicans in the South, and has an active political career to look back upon.' A native of Alabama, the new Consul-General, after receiving his education at Howard College at Marion, and at Jefferson Medical College, Philadelphia, entered the Confederate Army and was wounded at the battle of Murfreesboro, Tenn., January 2nd, 1863, while in command of his company, Forty-first Alabama. 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Announcements

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TOSA MARU P. Goring	YOKOHAMA (DIRECT)	To-morrow, 23rd June, at 4 P.M.
HAKATA MARU F. E. Sommer	MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID.	THURSDAY, 29th June, at 4 P.M.
RIJUN MARU J. W. Ekstrand	SEATTLE (WASH. U.S.A.) via Kobe, YOKOHAMA & VICTORIA, B.C.	THURSDAY, 29th June, at 4 P.M.
FUTABA MARU C. Hilco	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 30th June, at 4 P.M.
HAKUAI MARU M. Nishimura	VLADIVOSTOK, via SWATOW, AMOY, SHANGHAI, CHIOFOO, CHIMULPO and NAGASAKI.	THURSDAY, 6th July, at Noon.
YAMAGUCHI MARU R. Nunome	Kobe and YOKOHAMA.	THURSDAY, 6th July, at 4 P.M.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 19th June, 1899.

NAVIGAZIONE GENERALE ITALIANA
(Florio and Rubattino United Companies.)

STEAM FOR SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES, LIGURIA AND GENOA. (DIRECT WITHOUT TRANSIT.) Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA, NEW-YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE, NORTH AND SOUTH AMERICAN PORTS up to CALLAO, AND Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

PROPOSED SAILINGS FROM HONGKONG.

*RAFFAELE RUBATTINO	Saporiti	8th July.
*DOMENICO BALDUINO	Canepa	5th August.
*SINGAPORE	Pizzarello	2nd September.

*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewardess.

CARLOWITZ & CO., Agents.

STANDARD OIL COMPANY

OF NEW YORK.

THOMPSON AND BEDFORD DEPARTMENT

Have in Stock and are now offering for Sale a full line of

CYLINDER, ENGINE, & SPINDLE OILS.

MINERAL COLZA, (300° Fire Test).

A high grade burning Oil for Ship Lights, Light Houses, Tram Cars and Railway Trains; and for all uses where a highest degree of safety is required.

MINERAL WAX,

Crude, Semi-refined and Refined.

ORDERS SOLICITED AND LOWEST PRICES QUOTED.

Dr. KNORR'S
ANTIPYRINE

patented

"LION BRAND"
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATISM AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.

SOLE AGENTS FOR CHINA

BEWARE OF SPURIOUS IMITATIONS.

[34]

JAPANESE PHOTOGRAPHY;
M. MUMFAT.

HIGH CLASS PORTRAITURE IN ALL STYLES.

ENLARGEMENTS up to 96" x 48"

Choice Collection of Coloured Local Views, Costumes, Japanese Albums of every Description with Gold and Cherry Lacquered Covers in Several Sizes.

All descriptions of work done for Amateur Photographers and a SPECIALITY MADE OF DEVELOPING FILMS IN THE SUMMER.

NOTE: Films are very liable to dissolve during development in a tropical climate, but by using the special developer supplied by this studio, this danger is obviated without the use of ice.

No. 8, Queen's Road Central, (Opposite the Marine House), Hongkong.

3rd June, 1899.

TO THE DEAF

A RICH LADY, cured of her deafness and noise in the head by Dr. NICHOLSON'S Artificial Ear Drums sent £100 to his Institute to that Deaf Persons who have not the means to procure the Ear Drums may have them free. Apply by letter to—C. G. BRIGHT, Secretary, 54, Bow Lane London, E.C.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES, &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS' STORES AND REQUISITES

ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 14th May, 1896.

[39]

CARBOLINEUM-AMENARIUS

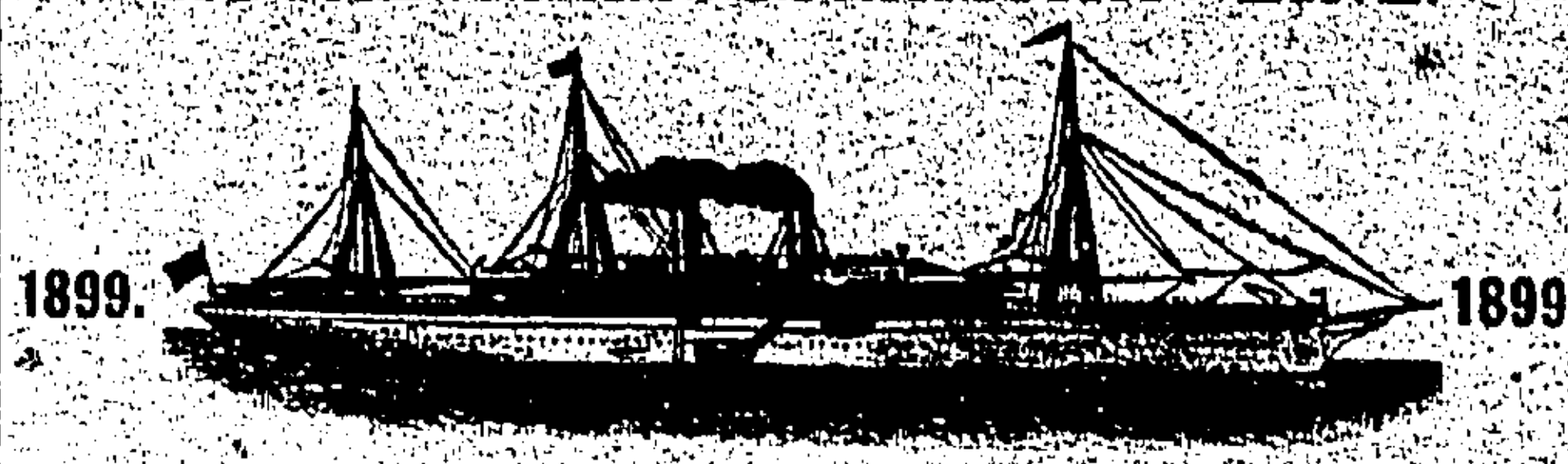
USED FOR OVER 20 YEARS

With the Utmost Success.

Thermoplastic preservative for Wood and Stone Against White Ant, Decay, Fungus Rot and Damages.

Sole Agents for China, LUTCHESON & STAMM, & Co., Hongkong, 11th September, 1896.

Mails

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA... Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 28th June, 1899.

EMPRESS OF JAPAN... Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 19th July, 1899.

EMPRESS OF CHINA... Comdr. R. Archibald, R.N.R. WEDNESDAY, 9th Aug., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUSITY of its TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 7th June, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 8th July, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 3rd Aug., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 29th Aug., at Noon.

THE Steamship

"HONGKONG MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 8th July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent, Hongkong, 13th June, 1899.

[310]

HONGKONG TO NEW YORK 24.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first-class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA 28.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents, Hongkong, 20th June, 1899.

[4]

HONGKONG TO SAN FRANCISCO

SAN FRANCISCO TO SAN DIEGO

SAN DIEGO TO SAN FRANCISCO

VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN, PORTS AND HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Belgian King... 3370... about 1st July.

Carmanthine... 2829... about 1st Aug.

Carthage... 3202... about 1st Aug.

THE Steamship

"BELGIAN KING" will be despatched for SAN FRANCISCO, VIA SAN DIEGO, VIA NAGASAKI, KOBE, YOKOHAMA AND HONOLULU, on or about the 1st July.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent, Hongkong, 22nd July, 1899.

[1]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO

SAN FRANCISCO TO SAN DIEGO

SAN DIEGO TO SAN FRANCISCO

VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN, PORTS AND HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Belgian King... 3370... about 1st July.

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THE Steamship

"BELGIAN KING" will be despatched for SAN FRANCISCO, VIA SAN DIEGO, VIA NAGASAKI, KOBE, YOKOHAMA AND HONOLULU, on or about the 1st July.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"NUBIA" Captain C. C. Henning, R.N.R., carrying Her Majesty's Mails, will be despatched from this for MARSEILLES and LONDON (DIRECT), on SATURDAY, the 24th instant, at Noon, taking Passengers and Cargo for the above Ports.

NO TRANSHIPMENT. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 13th June, 1899.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Victoria... 3302... July 4.

Tacoma... 2811... July 29.

Glengyle... 3750... J. McGillivray... Aug. 28.

Olympia... 2837... J. Truebridge... Sept. 2.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Columbia... 2976... N. Moncur... July 8.

Northamshire... 2874... W. A. Evans... July 22.

Lenox... 3677... Williamson... Aug. 19.

Columbia... 2976... N. Moncur... Sept. 23.

THE attention of Passengers is directed to the very cheap rates offered by the Line.

HONGKONG TO LONDON 247.

Excellent accommodation. First-class Tables. Doctor and STEWARDSS carried.

HONGKONG TO NEW YORK 24.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first-class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA 28.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the steamer).

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For further information apply to DODWELL & CO., LIMITED, General Agents, Hongkong, 20th June, 1899.

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HONGKONG TO SAN FRANCISCO

SAN FRANCISCO TO SAN DIEGO

SAN DIEGO TO SAN FRANCISCO

VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN, PORTS AND HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Belgian King... 3370... about 1st July.

Carmanthine... 2829... about 1st Aug.

Carthage... 3202... about 1st Aug.

THE Steamship

"BELGIAN KING" will be despatched for SAN FRANCISCO, VIA SAN DIEGO, VIA NAGASAKI, KOBE, YOKOHAMA AND HONOLULU, on or about the 1st July.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent, Hongkong, 22nd July, 1899.

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CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO

SAN FRANCISCO TO SAN DIEGO

SAN DIEGO TO SAN FRANCISCO

VIA INLAND SEA OF JAPAN AND HONOLULU.

NORDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AMBRIA	HAVRE and HAMBURG.	5th July.
Durmeister	(LONDON with transshipment in HAMBURG)	5th July.
D. RICKMERS	NEW-YORK.	About 6th July.
Bahle	via SUEZ CANAL.	7th July.
SAARNIA	HAVRE and HAMBURG.	About 9th July.
Lüneschloss	(LONDON with transshipment in HAMBURG)	9th July.
E. RICKMERS	HAVRE and HAMBURG.	About 31st July.
PSILEZIA	(LONDON with transshipment in HAMBURG)	31st July.
Behrens	HAVRE and HAMBURG.	About 6th August.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING—

BATTERIES,

CHEMICALS,

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Hongkong, 18th January, 1898. [135]

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Hongkong, 22nd April, 1899. [493]

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EXCHANGE.

Hongkong, 22nd June.

ON LONDON, Telegraphic Transfer 1/11 1/2

Bank Bills, on demand 1/11 1/2

Credits, 4 months' sight 2/0

D'ments, 4 months' sight 2/0 1/2

ON BERLIN (demand) 2/0 1/2

Bank Bills, on demand 2/0 1/2

Credits, 4 months' sight 2/0 1/2

ON NEW YORK, Bank Bills, on demand 46 1/2

Credits, 30 days' sight 47 1/2

ON BOMBAY, Telegraphic Transfer 1/12 1/2

On demand 1/12 1/2

ON SHANGHAI, Telegraphic Transfer 7 1/2

Private, 30 days' sight 7 1/2

ON YOKOHAMA, T.T. 1/12 1/2 per cent. prem.

Sovereigns, Bank's Buying Rate 52.75

Bar Silver 100 to 100, per tole 27 13/16

Dollars 100 to 100, per tole 3 per cent. prem.

OPIUM QUOTATIONS.

Hongkong, 22nd June.

New Pains 7/7 1/2 per chest.

Old 8/0

New Malwa, credit 7/00 per picul.

(Allowance 1/11 1/2)

Old Malwa, credit 7/50 per picul.

Vatani, paper 6/50 per picul.

The Share Market.

LATEST QUOTATIONS.

(June 22nd.)

Banks.

Hongkong and Shanghai Banking Corporation—300 per cent. prem.
The Bank of China & Japan, Ltd.—(Preference) nominal.
The Bank of China & Japan, Ltd.—(Ordinary) nominal.
The Bank of China & Japan, Ltd.—(Deferred)—55 s. buyers.
National Bank of China, Ltd.—\$204.
Do. Do. \$204.

Marine Insurance.

Union Insurance Society of Canton, Ltd.—\$324 buyers.
China Traders' Insurance Co., Limited—\$62.
North China Insurance Co., Ltd.—Tls. 190.
Yantai Insurance Assoc. Ltd.—\$100.
Canton Insurance Office, Ltd.—\$140 sellers.
Straits Insurance Co., Ltd.—\$5.

Fire Insurance.

Hongkong Fire Ins. Co., Ltd.—\$312.
China Fire Ins. Co., Ltd.—\$88.
Shipping.
Hongkong, Canton, & Macao Steamboat Co., Limited—\$294.
Indo-China Steam Navigation Company, Ltd.—\$694.

China and Manila S.S. Co., Ltd.—\$85.
Douglas Steamship Co., Ltd.—\$58.
China Mutual S. N. Co., Ltd.—(Preference)—59.10 buyers.
China Mutual S. N. Co., Ltd.—(Ordinary)—43 buyers.
China Mutual S. N. Co., Ltd.—(Ordinary)—43 buyers.
Star Ferry Co., Ltd.—\$141.

Refineries.

China Sugar Refining Co., Ltd.—\$173.
Luzon Sugar Refining Co., Ltd.—\$58.

Mining.

Punjab Mining Co., Ltd.—\$154.
Do. Preference Shares—\$250.
Société Française des Charbonnages du Tonkin—\$55.
Queen Mines, Limited—\$0.50.
Jolebu Mining and Trading Co., Ltd.—\$104.
Raub A'ian Gold Mining Co., Ltd.—\$60.
Oliver Freehold Mines, Ltd.—(A) \$6.
Oliver Freehold Mines, Ltd.—(B) \$4.
Great Eastern and Caledonian Gold Mining Co., Ltd.—\$34.

Docks, Wharves and Godowns.
Hongkong & Whampoa Dock Co., Ltd.—400 per cent. prem.
Hongkong and Kowloon Wharf and Godown Company, Limited—\$88.

Wanchai Warehouse and Storage Co., Ltd.—\$41.
New Amoy Dock Co., Ltd.—\$154.

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.—\$9.75.
Hongkong Land Investment and Agency Co., Ltd.—\$91 buyers.
Kowloon Land and Building Co., Ltd.—\$24 buyers.
West Point Building Co., Ltd.—\$294.
Hongkong Land Co., Ltd.—\$93.
Humphrey's Estate and Finance Co., Ltd.—\$10 25 buyers.

Miscellaneous.

Green Island Cement Co., Ltd.—\$281.
China-Borneo Co., Ltd.—\$ buyers.
A. S. Watson & Co., Limited—\$14.
Hongkong Electric Co., Limited—\$121.
Hongkong and China Gas Co., Ltd.—\$130.
Hongkong Rope Manufacturing Co., Ltd.—\$170.
Geo. Fenwick & Co., Ltd.—\$43.
Hongkong Ice Co., Ltd.—\$112 buyers.
Hongkong High Level Tramways Co., Ltd.—\$124.

Dairy Farm Co., Limited—\$5.
Hongkong & China Bakery Co., Ltd.—\$25.
Campbell Moore & Co., Ltd.—\$11.
Bell's Asbestos Eastern Agency, Limited—\$1 nominal.

Bell's Asbestos Eastern Agency, Ltd.—\$5.
Carmichael & Co., Limited—\$8.
Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.—\$83.

Ewo Cotton Spinning & W. Co., Ltd.—Tls. 70.
International Cotton Mfg. Co., Ltd.—Tls. 70.
Lau-king-mow Cotton Spinning & Weaving Co., Ltd.—Tls. 70.

Soy Chee Cotton Spinning Co., Ltd.—Tls. 350.
Yahloong Cotton Spinning Co., Ltd.—Tls. 35.
Tebrau Planting Co., Ltd.—\$3 per share.
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VESSELS IN PORT.

Steamers.

BENVOLICH, British steamer, 2,154, Thomson, 21st June, London via Singapore 15th June, General, Gibb, Livingston & Co.
BRAEMAR, British steamer, 2,316, E. Porter, 21st June, Singapore 15th June, General, Dodwell & Co.
CHOWFA, British steamer, 1,055, J. Williamson, 19th June, Bangkok 12th June, Rice and Wood—Yuen Fat Hong.
DON JUAN DE AUSTRIA, American steamer, 1,200, 20th Jan., Manila 16th January.
EMPRESS OF INDIA, British steamer, 5,904, O. P. Marshall, R.N.R., 20th June, Yanchow 29th May, and Shanghai 17th June, Mails and General—C. P. R. Co.
FAUSANG, British steamer, 1,140, Mitchell, 20th June, Moji 17th June, Coal—Jardine, Matheson & Co.
GAIRLOCH, British steamer, 2,414, J. Craig, 20th June, Foochow 17th June, Ballast—Order.

GODAVEERY, French steamer, 713, Orsim, 1st June, Saigon 25th March, General—Chinese.
HOHENZOLLERN, German steamer, 2,039, E. Woltersdorff, 19th June, Yokohama 9th June, Kobe 13th, and Nagasaki 15th, General—Melchers & Co.

HUPEH, British steamer, 1,894, G. Ramsay, 4th June, Honolulu 31st May, Sugar—Butterfield & Swire.

KUTSANG, British steamer, 1,495, R. C. D. Bradley, 16th June, Calcutta via Penang and Singapore 14th June, General—Jardine, Matheson & Co.

MENMUIB, British steamer, 1,980, S. J. George, 5th June, Sydney 13th May, Port Darwin 24th, and Manila 2nd June, General—Gibb, Livingston & Co.

MICHAEL JENSEN, German steamer, 710, H. Bendixen, 16th June, Moji 10th June, Coal—Chinese.

NANYANG, German steamer, 933, Th. Lehmann, 20th June, Amoy 19th June, General—Douglas, Laprak & Co.

OSLO, Norwegian steamer, 778, Ch. Pederson, 21st June, Saigon 16th June, Rice—Jensen & Co.

RADNORSHIRE, British steamer, 1,888, H. N. Vyvyan, 21st June, London and Singapore 15th June, General—Shevan, Tomes & Co.

RIOTUN MARU, Japanese steamer, 4,792, J. W. Edstrand, 21st June, Moji 18th June, General—Nippon Yusen Kaisha.

ROSETTA, British steamer, 2,039, C. C. Talbot, E.N.R., 21st June, Yokohama 14th June, General—C. P. R. Co.

SALVADORA, American steamer, 688, J. Goite, 10th July, Manila 14th June, General—Brando & Co.

SUNGKIAN, British steamer, 904, C. B. N. Dodd, 10th May, Manila 7th May, General—Butterfield & Swire.

YEDO MARU, Japanese steamer, 1,068, S. Saito, 10th May, Saigon 26th May, Rice—Dodwell & Co.

Sailing Vessels.

G. C. TOBEY, American bark, 1,390, J. F. Shurtlef, 4th May, Tacoma 7th Nov., Timber—Order.

HENRY FAIRING, American ship, 1,850, Merrenan, 23rd Mar., Tacoma 12th Jan., Timber—Master.

P. N. BLANCHAN, American bark, 1,503, N. W. Blanchan, 15th June, Chelco 12th May, Ballast—Captain.

ROSE, British bark, 465, Rickers, 12th June, Fremantle, W.A. 1st May, Sandal Wood—Siemssen & Co.

SHERARD OSBORN, British schooner, 876, R. H. Dunmall, 13th June, Singapore 4th June, Telegraph Cable—Telegraph Co.

SOPAL, British 4-mast ship, 4,160, Thomas Auld, 10th May, New York 29th Jan., Case Oil—Standard Oil Co.

TAM O'SHANTER, Amr. ship, 2,264, Ballard, 15th June, Yokohama 20th May, Ballast—Arnhold, Karberg & Co.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, June 22nd, 1899.

Alacrity, despatch vessel, 1,700 tons, 10 6-pd. guns, 3,000 h.p., Commander A. H. Smith-Dorrien, Wei-hai-wei.

Algerine, sloop, 1,010 tons, 6 guns, 1,100 h.p., Com. E. J. W. Slade, Foochow.

Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Wei-hai-wei.

Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain Hon. S. C. J. Colville, C.B., Yokohama.

Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 h.p., Capt. R. Montgomery, Shanghai.

Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Capt. Wray, Wei-hai-wei.

Centurion, 1st class battleship, 10,900 tons, 14 guns, 13,000 h.p., Captain R. J. Jellicoe, Wei-hai-wei.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. C. W. Harrington-Ingman, Nagasaki.

Eik, coast defence gunboat, 395 tons, 3 guns, 200 h.p., Lieut. Comdr. C. Chadwick, Shanghai.

Fame, twin screw, torpedo-boat destroyer, 402 tons, 5,400 h.p., Lieut. Com. R. Keyes, Hongkong.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 100 h.p., Hongkong.

Griffon, 1st class cruiser, 7,350 tons, 12 guns, 11,443 h.p., Capt. W. Fisher, Manila.

Handmaid, twin screw, torpedo-boat destroyer, 460 tons, 6 guns, 4,000 h.p., Hongkong.

Hart, twin screw, torpedo-boat destroyer, 460 tons, 6 guns, 4,000 h.p., Hongkong.
Hermione, 2nd class cruiser, 4,360 tons, 9,000 h.p., 18 guns, Captain G. Callaghan, Amoy.
Humber, storeship, 1,640 tons, 500 h.p., Com. H. J. Davidson, Wei-hai-wei.
Ighite, 1st class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. N. Dudding, Wei-hai-wei.
Linnet, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Commander W. W. Smythe, Shanghai.
Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut. Comdr. P. S. St. John, Manila.
Phaon, sloop, 1,050 tons, 6 guns, 1,100 h.p., Com. R. P. Cochran, en route Singapore.
Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut. Comdr. J. Green, Manila.
Plover, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut. Comdr. S. V. Y. De M. Cowper, Hongkong.
Powerful, 1st class cruiser, 14,200 tons, 25,000 h.p., Hon. H. Lambton, en route Wei-hai-wei.
Rattler, 1st class gunboat, 715 tons, 6 guns, 1,200 h.p., Lieut. Com. The Hon. G. A. Hardinge, Foochow.
Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Foochow.
Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Hongkong.
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 10,500 h.p., Capt. A. C. Clarke, en route Wei-hai-wei.
Victorious, British battleship, 14,900 tons, 32 guns, 1,000 h.p., Captain A. Schomberg, Yokohama.
Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Chusan.
Whiting, twin screw, torpedo-boat destroyer, 320 tons, 600 h.p., Lieut. Comdr. E. Kelly, Hongkong.
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Amerigo Vesputti, Italian cruiser, 1,200 tons, Capt. Zei, Singapore.
Bengo, Portuguese gunboat, 462 tons, 3 guns, 400 h.p., Lieut. Com. Marques, Macao.
Etna, Italian cruiser, 3,530 tons, Capt. G. Giordano, Shanghai.
Kaiserin Elisabeth, Austrian cruiser, 4,064 tons, 9,000 h.p., Capt. Julian, Shanghai.
Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Macao.
Marco Polo, Italian cruiser, 1,457 tons, Captain Ed. Incevoant, San Mun.
Saida, Austrian cruiser, 2,350 tons, Capt. Guarde, Hongkong.
Sirombati, Italian cruiser, 3,359 tons, Captain Cantanini, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Molas, at Port Arthur.

Alceus, Russian gunboat, 810 tons, 8 guns, 760 h.p., Captain Elksky, at Vladivostok.

Bobra, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Boisman, at Nagasaki.

Dimitri Donstov, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Com. Witthoff, at Vladivostok.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff at Vladivostok.

Gremiatzki, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Boubenoff, at Port Arthur.

Koreyts, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Serebrennikoff, at Port Arthur.

Kreysler, Russian cruiser, 1,300 tons, 18 guns, 1,800 h.p., Capt. Zvinsky, at Singapore.

Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Kachaioff, at Vladivostok.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Captain Tenriche, at Vladivostok.

Nayadnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Port Arthur.

Otavany, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copianoff at Nagasaki.

Pamiat Azova, Russian cruiser, 6,000 tons, 36 guns, 10,000 h.p., Captain Virenine, at Vladivostok.

Rosita, Russian armoured cruiser, 1,200 tons, Capt. Domojoff, at Port Arthur.

Rurik, Russian battleship, 10,940 tons, armoured twin screw cruiser, 1st class, 44 guns, 13,500 h.p., Capt. Group, at Port Arthur.

Silach, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostok.

Sisoi Veliky, Russian battleship, 10,000 tons, 10 guns, 8,500 h.p., Capt. C. Paranyov, at Port Arthur.

Sivodak, Russian gunboat, 950 tons, twin screw, 13 guns, 1,200 h.p., Capt. Astromoff, at Port Arthur.

Vladimir Monach, Russian cruiser, 6,000 tons, Prince Ouchtomsky, at Port Arthur.

Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Vladivostok.

Vladnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 3,500 h.p., Capt. Rogulf, at Vladivostok.

Yakov, Russian gunboat, 160 tons, 80 h.p., at Vladivostok.

Zabinka, Russian cruiser, 1,430 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Port Arthur.

RUSSIAN TORPEDO FLOTILLA (SEA GOING).

Borzo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes, 1,100 h.p., speed 21 knots.

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes, 750 h.p., speed 22 knots.

Svetoz